

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	Poland	REPORT	
SUBJECT	Pruszcz Airfield	DATE DISTR.	16 June 1955
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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(FOR KEY SEE REVERSE)

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1. The north boundary of the Pruszcz airfield was the Pruszcz (Praust -N 54-16, E 18-38)-Roszkow highway. The west boundary was the Gdansk (Dznzig)-Tczew railway.
2. [redacted] several runways in various directions could be seen. [redacted] only two runways could be seen clearly. These two runways were completed in autumn 1953 [redacted]
3. The east-west runway was 10 m. wide and up to 2,000 m. long. It started opposite the Pruszcz-Gdansk railway station at about 200 m. from the railway line and ran parallel to it. Near the hangar it branched to link up with the concrete dispersal area in front of the hangar.
4. The north-south runway was 10 m. wide and ran parallel to the Gdansk-Tczew railway at about one kilometer from the railway embankment and joined the east-west runway. Length of the north-south runway was not known.
5. Both runways were concrete and were flush with the surrounding turf. During reconstruction the old ex-German runway was broken up and a layer of rubble and stones was laid. This was covered with a 20-m. layer of concrete on top of which concrete slabs five centimeters thick were laid.
6. There was an old wooden hangar in the north part of the airfield. Nearby a new hangar was built about 50 m. from the highway, opposite the end of ul. Slowackiego. This hangar was semi-circular in shape; the frame was of steel covered with smooth tin sheets painted a dirty grey which made it stand out from its surroundings. There was an entrance with sliding doors that faced south. The area in front of the hangar was surfaced with concrete and joined the east-west runway.

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7. The other new buildings on the airfield were a group of houses called by the local inhabitants "the pilots' settlement", and located near the Pruszcz-Roszkow highway. The group consisted of seven or eight three-story brick blocks, each with three or four staircases. Officers and married NCOs were quartered here. The rest of the unit was quartered in two groups of huts, one near the old hangar and the other near the former farm in the southern part of the airfield.
8. In the southwest part of the airfield, about 200 m. from the Gdansk-Tczew railway, eight huts could be seen. Nearby were five or six iron fuel tanks, each about three meters in diameter and seven meters long. They lay with their long sides on wooden supports, and a pipe led from the top of each tank, disappearing into the ground. Near these tanks there were strong electric lights on posts. Trees and bushes had been planted for camouflage.
9. Light was supplied to the airfield from the Straszyn (Straschin) power station. At night all lights on the airfield were turned off except those near the fuel tanks. There were electric light standards along the railway, but the lights were rarely lit. There were no lights on the runways. During night flying only two powerful searchlights were switched on at the ends of the east-west runway according to the directions of the take-off or landing. The searchlights always lit up the rear of the aircraft.

During the night flying red warning lights were lit in the following places to indicate obstructions:

- a. On top of the chimney of the Pruszcz sugar factory with several lights in a circle.
- b. On top of the chimney of the Pruszcz brewery with several lights in a circle.
- c. On top of the church steeple in Pruszcz with a single light.

These warning lights were strong and clearly visible from a distance.

10. The airfield had its own railway siding which branched off from the Pruszcz-Gdansk railway station and led to the fuel tanks. It was a single track and had no loops; it appeared to have been laid temporarily.
11. The Polish Air Force unit was composed mainly of officers. The estimated number of officers was at least 100. No airmen in Soviet uniform were seen.
12. The first aircraft arrived in autumn 1952 and consisted of 10 piston-engine aircraft. In the spring of 1953 an unknown number of MIG jets arrived. On one occasion in early summer 1954, 24 jets were seen at one time (nine airborne and 15 on the ground near the new hangar).
13. Flying went on all day, late in the evening and at night. The flights were mostly short. After taking off the aircraft usually circled the airfield a few times and then landed.
14. Between the airfield and the city of Gdansk there was constant motor traffic. Trucks had a white square with a dark-green letter "T" painted on the rear flap.
15. This was an old ex-German airfield. It was being extended but had not yet been completed. In the summer of 1954 earth work was in progress at the south end near a farm from which civilians had been evicted. A small forest near the farm had been felled.
16. The airfield was separated from the Pruszcz-Roszkow highway by a barbed-wire fence two meters high. A similar fence, but much stronger, ran along the railway.

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